

Public Works (1898) Department.

G.O., No. 256-57-Exp

DATED 15th Feby 1898.

[Despatch Abstract.]

Vizianagram - Raipur Railway

Ordered that the views of the Govt of Madras on the subject of proposed alignment and station sites of the — be forwarded to the Govt of India.

Forwarding the views of this Govt on the subject of proposed alignment and station sites of the —

BACK PAPERS.

FURTHER PAPERS.

RAILWAY.

Government (1898) of Madras.
PUBLIC WORKS.

Recd.

Regd.

1898.

Enclosures

Spare copies

Letter, No. 257 Ry., 15th February 1898.

FEBRUARY.

Vizianagram-Raipur Railway

Forwarding the views of this Government on the subject of proposed alignment and station sites of the —.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, Esq., C.I.E.,

*Joint Secretary to the Government of Madras,**Public Works Department,**Railway Branch.*

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

In the accompanying copy of a letter, No. 127, dated the 22nd December 1897, from the Engineer-in-Chief of the Vizianagram-Raipur Railway Survey, this Government is asked whether, owing to circumstances which have arisen since Mr. Cregeen's survey was made for a railway between Vizianagram and Raipur, there seems to be any reason for altering the alignment and station sites selected by him twelve or fourteen years ago.

2. The reply is that, notwithstanding the altered conditions brought about by the advent of the East Coast Railway, in a general way the alignment is to-day as good as one as it was when first laid down. There was an important question whether it might not be advisable to reduce the new length to be constructed by bringing it in to a junction with the East Coast Railway at a point some few miles to the north-west of Vizianagram. But the advantages of a shorter through route for connection between the Central Provinces and the port of Vizagapatam, as well as the convenience of the point of junction being at an existing trade centre, have caused Vizianagram to be still preferred as the point of junction.

3. As regards the details of the alignment from Vizianagram towards the north, it is obvious that it is quite possible that there may be conditions of contour and of gradient which would make Mr. Cregeen's alignment compulsory in all its details. Should this, however, prove on resurvey not to be the case, it will probably be found preferable to somewhat divert the line in places so as to secure proximate access to the larger villages. Thus, on the accompanying maps, a suggested alternative A B has been pencilled, which, without much increase of length, brings the line nearer to the villages of Devapalli and Ramabadrapuram while shortening the branch—road, railway or tramway—to connect with Salur.

4. No great harm will be done, even if the most suitable station sites are not at first selected, if, in the first place, they are made with wall-less rail-level platforms and with the cheap semi-permanent type of building so commonly in use on the upper part of the East Coast Railway. For similar reasons, it will also, probably, have suggested itself to the Engineer-in-Chief that, until two or three years of traffic shall have practically tested the water-supply, it would be wise to spend no more money than can be avoided in permanent watering arrangements.

5. One important suggestion about a possible departure from Mr. Cregeen's alignment has been made by Mr. W. A. Willock, late Collector of Vizagapatam, and now a Member of the Board of Revenue, and is referred to at page 13 of this Government's G.O., No. 1465, Judicial, dated 11th September 1896, of which a copy is enclosed. At the end of paragraph 12, Mr. Willock suggests that, by keeping somewhere near the route referred to across Kalahandi, it might be possible to get up on the large and very fertile Jeypore plateau.

6. From a perusal, however, of such records of Mr. Cregeen's survey as are accessible here, it appears that a route lying considerably to the west of that finally selected and intended to directly serve the Jeypore plateau, was fully investigated in 1882—84, but rejected owing to the physical difficulties of the country in the neighbourhood of the route suggested by Mr. Willock, viz., between the Rayaghada valley and the Jeypore plateau.

7. It has, however, suggested itself that as apparently the Jeypore plateau, if ever tapped at all, must be tapped by a branch line, the length of such branch might be considerably reduced if such a diversion as is sketched on the accompanying map, and marked C D, between mile 118 and mile 237, should prove practicable. This Government will be glad if instructions can be issued that the route in question should be at least reconnoitred. It apparently would result in shortening the through route between the Central Provinces and the Coast by about 18 miles.

I have the honour to be,

Sir,

Your most obedient servant,

FRANCIS J. E. SPRING,

Joint Secretary.

FORT ST. GEORGE,
15th February 1898.

From—The Engineer-in-Chief, Vizianagram-Raipur Ry. Survey.
To—The Joint Secretary to Govt., P.W. Dept., Ry. Branch.
Dated—Camp, Patripali, Raipur district, C.P., 22nd December 1897, No. 127.

I have the honour to forward under a separate cover two Atlas sheets showing the route followed by this railway as aligned by Mr. Cregeen in 1883—85 and the proposed station sites.

As Mr. Cregeen's alignment was staked out under the orders of the Government of Madras, I conclude that the route followed and the location of station sites were fixed with the approval of the Government of Madras.

Possibly, however, owing to the opening of the East Coast Railway, the conditions have changed since then, and the Government of Madras may desire to make some alterations in the alignment as then projected to suit existing circumstances, more particularly as to station sites. I would, therefore, feel obliged if I could be furnished with the views of the Government of Madras on the alignment and station sites, and any other matter deemed necessary in connection with this survey and which will receive my earnest attention.

An early answer will oblige.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1898.

Enclosures

Spare copies

G.O., No. 256 Ry., 15th February 1898.

FEBRUARY.

Vizianagram-Raipur Railway

Ordered that the views of this Government on the subject of proposed alignment and station sites of the — be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Extract from G.O., No. 1465, Judicial, dated 11th September 1896.

Read the following paper:—

From—The Agent to the Governor, Vizagapatam District.
To—The Chief Secretary to Govt.
Dated—4th July 1896, Dis. No. 603.

G.O., No. 1465, Judicial, dated 11th September 1896.

Notes on Hill Tours.

12. I was much struck with Mr. Harriot's description of the road from Maindalpur across Kalahandi to Singapur in the Rayaghada taluk. If we have not misunderstood each other, it seems highly probable that this is the proper way for a railway to get on to the Jeypore plateau

From—The Engineer-in-Chief, Vizianagram-Raipur Ry. Survey.
To—The Joint Secretary to Govt., P.W. Dept., Ry. Branch.
Dated—Camp, Patripali, Raipur district, C.P., 22nd December 1897, No. 127.

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Possibly, however, owing to the opening of the East Coast Railway, the conditions have changed since then, and the Government of Madras may desire to make some alterations in the alignment as then projected to suit existing circumstances, more particularly as to station sites. I would, therefore, feel obliged if I could be furnished with the views of the Government of Madras on the alignment and station sites, and any other matter deemed necessary in connection with this survey and which will receive my earnest attention.

An early answer will oblige.

ORDER—No. 256 Ry., dated 15th February 1898.

The Government of India will be addressed.

[Here enter No. 257 Ry., dated 15th February 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Engineer-in-Chief, Vizianagram-Raipur Railway Survey.
" Consulting Engineer for Railways.

Print

18
Extract from G.O. No. 1465, Judicial
dated 11th September 1896

From W. O. Home, Secy. Agent to the Govt.,
Vizagapatam District, to the Chief Secretary
to Government, dated 4th July, 1896, Dis. No. 633

Enclosures

Note on Hill Truss

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a railway to get on to the Jeypore plateau.

Vizianagram-Raipur Railway Survey,
ENGINEER-IN-CHIEF'S OFFICE.

No. 127

Dated, 22 December 1897

Camp Patniali
Raipur District
B.O.

THE ENGINEER-IN-CHIEF.

The Secretary, Govt of Madras

Railway Branch



Sir,

I have the honor to forward under a Separate Cover two Atlas Sheets showing the route followed by this railway as aligned by Mr. Bregeen in 1883-85 and the proposed Station Sites.

As Mr. Bregeen's alignment was staked out under the orders of the Govt of Madras I conclude that the route followed and the location of Station Sites were fixed with the approval of the Govt of Madras.

Possibly however owing to the opening of the East Coast Railway the Conditions have changed since then and the Govt of Madras may desire to make some alterations in the alignment as then projected to suit existing circumstances more particularly as to Station Sites.

P. S. O.

I would therefore feel obliged if I could be furnished with the views of the Govt of Madras on the alignment & Station sites, and any other matter deemed necessary in connection with this survey and which will receive my earnest attention.

An early answer will oblige.

I have the honor to be,

Sir,

Your most obedient servant

R. N. Hodge

M. Inst. C. E.

Engineer-in-Chief

V-R. Ry. Survey

Recd
22/12

Public Works (1898) Department.

Railway Branch

CURRENT No. 4

HN

Send me the papers about
fencing about for working of

R.N.

Wt

SR

Please see GO 201037-38R

26.11.97 put up

Order

From

The Engineer-in-Chief
Vizianagram-Raipur
Railway Survey

No. 127

Dated 22 December 1897.

Received

Registered

Enclosures

Spare copies

SUBJECT.

Vizianagram-Raipur
Railway

Re to be furnished
with the views of the
Madras Govt on the
alignment & proposed
Station sites of the

RAILWAY BRANCH.

Papers to be read in Proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No. 4

of 1898, dated 22 Dec 97, from the Engin. in Chief, U. S. R. R.

” ”

" 189 , " " "

12 12

„ 189 „ „ „

O R D E R.

No. 256. Ky. dated 15/2/98.

The Government of India
will be addressed.

So
The Impr. in Ch. V. R. R. &c.
- a. Consanguinity for Rep.

Ms. No 257. B, dated 15/2/98.

Government of Madras.

**PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.**

H. E. The Governor

The Hon. Sir H. B. S. K. C. S.

To *Sec. Genl. of L.R. P.W.D.*
THE ~~Engineer-in-Chief,~~
Vizianagram-Rainur
Railway Survey.

189

SIR,

In the accompanying copy of a
I am instructed to acknowledge
the receipt of your letter No. 187,
dated the 22nd December 1897, in *the*
reply of the P.W.D. Survey, this for the
which you enquire whether, owing to
circumstances which have arisen since
Mr. Cregeen's survey was made for a
Railway between Vizianagram and Rai-
pur, there seems to be any reason
for altering the alignment and sta-
tion sites selected by him twelve or
fourteen years ago.

2. The reply is that in a general
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a one as it was when first laid down.
There was an important question whe-
ther it might not be advisable to re-
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with the East Coast Railway at a
point some few miles to the north-
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*notwithstanding the
alteration, and the length
of the alignment &
the S.C.R.*

*H.E. & H.M. Secy's
27.1.98*

*N
4.2.98*

*H.M. Secy's
7.2.98*

*N
8.2.98*

*H.E.
11.2.98*

12.2.98

connection between the Central Provinces and the Port of Vizagapatam, as well as the convenience to trade of the point of junction being at an existing trade centre, have caused Vizianagram to be still preferred as the point of junction.

3. As regards the details of the alignment from Vizianagram towards the north it is obvious that it is quite possible that there may be conditions of contour and of gradient which would make Mr. Cregeen's alignment compulsory in all its details. Should this however prove on resurvey not to be the case, it will probably be found preferable to somewhat divert the line in places so as to secure proximate access to the larger villages. Thus on the maps herewith returned a suggested alternative has been pencilled, which without much increase of length brings the line nearer to the villages of Devapalli and Ramabadrapuram while shortening the branch, -road, railway, ^{or} tramway - to connect with Salur.

4. No great harm will be done, even if the most suitable station sites are not ^{at} first selected, if, in the first place, they are made with wall-less rail-level platforms and with the cheap semi-permanent type of building so commonly in use on the upper part of the East Coast Rail-

way. For similar reasons it will also probably have suggested itself to you that until two or three years of traffic shall have practically tested the water supply, it would be wise to spend no more money than can be avoided in permanent watering arrangements.

5. One important suggestion about a possible departure from Mr. Cregeen's alignment has been made by Mr. W.A. Willock, late Collector of Vizagapatam, and referred to at page 13, of the G.O. No. 1465. J. H. 11-7-96. of which a copy is enclosed. At the end of para 12. Mr. Willock suggests ~~that~~ that by keeping somewhere near the route referred to, across Kalahandi, it might be possible to get up on the large and ^{very} most fertile Jaipur plateau. He however knew nothing of the levels, and thought it quite probable that Jaipur must depend for its development upon a branch line to be hereafter laid down. You may find it possible to make a reconnaissance or even a survey of the route suggested by Mr. Willock which, so far as is known, was not enquired into by Mr. Cregeen.

The exact route referred to is not known but it is believed to be somewhere near the point line marked on the accompanying map between miles 120 and 218. The object of it would be to bring the line nearer to the grain fields of the Jaipur plateau.

Not so at all. In any case the line will go to Raipur. The object of Mr. Willock's route is from it near to, if not through, the great Jaipur rice-growing plateau which has been supplied such large quantities of grain to the plains, which could supply even so much more besides great quantities of fine sal timber. Mr. Cregeen's survey ran the railway up through Ombadola & thence curved westward to Raipur - Mr. Willock's idea is to make

F.W.S.
Joint Secretary.

27/1/98

Page 13 of what?
W.A.

Reg R

The westward curve, or most of it, through Singapur in the Rajagadda Taluk; thence to cross the Southern bit of Kachin into the Jyphore plain; & thence to run north (or it may be a bit west of north) to Raipur through (I think) Mustar. Please refer to the map referred to in the draft, which has not been put up.

BS

3/2/98

The Hon. Sir H. Blair

Herewith the plan. I personally know next to nothing about the route. Sir H. Blair I think is familiar with the lie of the country as he may perhaps be able to elicit Mr. Willock's suggested alignment. Jaipur I think is right, not Raipur.

FMS

Mr. Willock's route as described by him turns sharp to the W. at Singapur & thence runs to Maindalgum (see sheet 92 S.E.) rather south of W., and thence runs about N.W. through Jyphore. For my part, I cannot see that it would not be better, in the long run, to turn westward much sooner & pass through Talun & up to Koraput & so bring much more of Kyper (a fertile country) under the influence of the rail -

BS

7/2/98

The Hon. Sir H. Blair

I put up other sheets

which cover the entire country.

91	
92	107
93	108

I fear that the Maindalgum idea is quite impracticable. (I could not find the place at all until Sir H. Blair gave me its whereabouts, so thought it must be some small village not given on the map.)

Not only is a route from Singapur, near Manual & Raipur to Maindalgum, apparently most difficult, owing

x long 19° 28', lat. 82° 38'

Flag B

In our letter to the Govt. of India 26.8.82. W. dated the 16th Oct. 82, this Govt. said that it definitely selected the Eastern route via Ambudda & Jaipur & the Western one passing over the Jaipur highlands & west of the Nongah hills.

I find from para 4 of Mr. Creger's report contained in G.O. 213 A, P.W. 25th Aug. 83, that on the Eastern route the highest elevation is about 1400 feet, whereas on the Jaipur route the highest would be 2900 ft., a difference of 1500 ft. of elevation for all through traffic (which must have the effect of removing considerably to the westward the point at which competition between Bombay Silt & Andam Silt will be equal.)

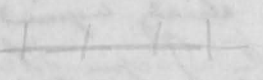
FMS

to the formation of the country, but it has apparently been already acquired etc. by Mr. Creger and condemned. Not precisely this point but parallel one, and it must I think be presumed that Mr. Creger made full inquiries as he was I know a most diligent & painstaking recommender.

The "Western route, via Nongah" referred to in para 5 & described in his report which accompanied G.O. No. 940 B, P.W. dated 23rd Sept. 84, by Mr. Creger, is apparently more or less the same route as would go north from Mr. Willock's Maindalgum to Raipur. I see that this Western route & the selected Eastern route have apparently been fully thought out and arranged, and it seems too late in the day to reopen this large question.

I take it that Jaipur must be served, if served at all, by a branch; and if such a branch differs entirely in its conditions from those of the main line through from the C.P. to the coast, in curves, grades and even perhaps gauges, no harm will be done.

It suggests itself that perhaps the main line might be brought at least 20 or 30 miles nearer to the plateau

if some such division - I have sketched
like this,  with miles marked,
between Amulapatta, mile 118 - Koling
mile 237, is found possible. By this
route the mileage of Koling becomes
219 so that there is a saving of 18
miles. We might perhaps suggest that
if this has not yet been examined the
opportunity should now be taken of
doing so.

Though Mr. Willock's route was not
so far as I can see diverged from
Cregeen, I mean from Singayon to
Mandulgon, a route parallel to -
20 or 30 miles away from it was
recommended, between Narunggon and
Ragayaddah.

I propose to add the following paragraph
and I put up a clean draft of the whole
letter as things have got perhaps a bit
confused.

Para 6. From a personal knowledge of such
records of the Cregeen Survey as are accessible
here, it appears that a route lying considerably
to the west of that finally selected, and
intended to directly serve the Jaigun plateau
was fully investigated in 82-84. but rejected
owing to the physical difficulties of the country

" in the neighbourhood of the route suggested
" by Mr. Willock, viz between the Ragayaddah
" Valley - the Jaigun Plateau.

" 7. It has however suggested
" itself that as apparently the Jaigun
" plateau is never topped at all, and
" is topped by a broad base, the length
" of such base might be considerably
" reduced if such a division as is
" sketched on the accompanying map
" between mile 118 and mile 237
" should prove practicable. This Government
" will be glad if instructions can be
" issued that the route in question
" should be at least recommended.
" It apparently would result in shortening
" the through route between the C.P. and
" the coast by about 18 miles.

F.W.S.

9/2/98

Urgent before H.S.'s departure

H.S. The Governor

seen A.H. 11.2.98

Your Excellency has already approved
of a draft letter addressed to the Engineer in
Chief of the Vicereineja Rajpur Ry. Survey.
But since then the Hon. Sir H. Wilson, who with Mr.
Willock, knows a good deal of the old history

of the survey, as well as of the country.
has directed my attention to a possible
revision of alignment. The preceding
Notes deal with this suggestion, and,
in the result, I have drafted a fresh
letter, this time to the address of the
Govt. of India, which I think covers the
whole ground. I submit this new draft,
pasted in for your Excellency's approval.
Sir H. Nelson agrees.

F.M.
11/2/98

R. Form No. 12.

No. 2574

Government of Madras.

**PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.**

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

Madras, the 15th Feb. 1898.

SIR,

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letter No. 127, dated the 22nd Decem-
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alignment and station sites selected
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2. The reply is that notwithstand-
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about by the advent of the East Coast

AAK
11/2/98

When is the full of 2 plan
Sent the description of
to me with it
F.M.
one

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6 P
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PC 8/10 20/3/96

Documents accing:

- (1) Copy of letter from Sinc. V.K. & family
- (2) Maps (2 sheets) (By Mr. [unclear])
- (3) G.O. No. 1465, Judicial, dt 11/9/96

Despatched on 15/2/98
53

*F.P.S.
R.*

10/2/98